

# THE ENTERPRISE.

VOL XX

SOUTH SAN FRANCISCO, SAN MATEO COUNTY, CAL., SATURDAY, APRIL 5, 1913

NO. 14

## PROCEEDINGS OF THE CITY BOARD OF TRUSTEES

The city board of trustees held an adjourned meeting in the city hall last Monday night.

A communication was received from the San Mateo County Development Association asking that a representative be selected to serve on the board of governors of that organization during the coming year.

Action in the matter postponed temporarily.

The liquor license held by S. M. Gordier to conduct a bar in the Pacific Hotel was revoked, and one granted to John Bettini, the new proprietor. The bondsmen are H. Gaerdes and C. Sola.

City Attorney Coleberd reported progress in the matter of opening up Cedar avenue across the Southern Pacific right of way to permit factory workers to go back and forth to their places of employment on the east side of the tracks.

Trustee Cunningham and City Attorney Coleberd reported they had gone to Sacramento and urged legislators to favor a bill transferring state water front rights to this municipality. They stated that there was a possibility of the bill carrying.

Trustee McGovern was authorized to employ a motorcycle patrolman whose duty it will be to prevent fast auto driving in this city on Sundays.

Upon motion of Trustee Hickey, seconded by Trustee Kelley, \$50 was donated to flood sufferers in Ohio.

A regular meeting of the board will be held next Monday night.

The state is building the 30 miles of Mission road in this county and will in the future pay for its maintenance. This means a saving of \$60,000 annually to San Mateo county enough, to pay the interest on \$250,000 bonds.

## PACKER MORRIS VISITS THIS CITY

Edward Morris, millionaire packer of Chicago, spent yesterday afternoon in this city investigating thoroughly conditions here. He was accompanied by E. B. Shugert, W. J. Martin, F. L. Washburn and W. H. Coffinberry. They visited all the factories and Mr. Morris expressed himself as being pleased with conditions, predicting a bright future for this locality. Among other things the improvement of the water front of this city was discussed and will be considered in the near future.

Mr. Morris strongly advocated the necessity of building good roads and advised planting more trees.

On his trip to California Mr. Morris is accompanied by his wife and two daughters. While here yesterday, Mr. Morris was presented with three dozen bunches of freshly gathered violets.

Vote for the highway bonds and this county will receive a tremendous amount of favorable advertising.

Wanted—Active young men and women to obtain subscriptions for The Enterprise. A liberal commission will be paid. Apply at this office. Advt.

## "TAKING YOUR CHARACTER APART"

There will come a time when you will require the confidence or the backing of a business man or banker—then your character will be "taken apart"—analyzed. In determining your worthiness, aside from the question of integrity, one of the important queries will be, "Does he know how to handle money?" Another, "Has he made a success in handling his own resources?" This analysis of your character will disclose the financial instincts you are now weaving into it. Does not a savings account drawing 4% compound interest at this bank suggest itself to you?

## BANK OF SOUTH SAN FRANCISCO SOUTH SAN FRANCISCO, CALIFORNIA

H. L. HAAKER, Assistant Cashier

W. H. COFFINBERRY, President

## CHAMBER OF COMMERCE DOING ACTIVE WORK

A regular meeting of the local Chamber of Commerce was held in the city hall last Wednesday evening.

Several communications were received and ordered filed.

One from the Commercial Club of Oakland asking for the names of representative citizens of this city to be invited to attend a Hand-Around-The-Harbor banquet to be given by that organization on next Monday evening, April 7th. President A. P. Scott, W. J. Martin and A. Hynding were selected for that purpose.

The request of the Home Industry League of California that a hall be engaged for an illustrated lecture on Wednesday evening, April 16th, for the purpose of encouraging people to purchase goods manufactured in California, was granted and a committee appointed and authorized to obtain Metropolitan Hall for that purpose.

E. E. Cunningham, chairman of the county bond issue committee, reported the city had been districted and citizens appointed whose duty it would be to see that every citizen possible would be induced to go to the polls on election day, next Tuesday, April 8th, and vote in favor of the bond issue of \$1,250,000 to be used to build a new county highway system in San Mateo county.

Joseph Walker of the finance committee explained the methods that will be adopted by that committee to raise funds for the support of the organization.

President Scott selected the following committees:

Industrial—F. A. Cunningham, J. W. Coleberd, A. P. Scott.

Publicity—E. I. Woodman, A. Hynding, Joseph Walker.

The industrial committee was directed to hold a conference with the proper officials of the Pacific Gas and Electric Company and endeavor to have them agree to build a modern sub-station in this city nearer to the high voltage wires than the present one on Linden avenue.

The next regular meeting of the organization will be held on Wednesday evening, April 9th. All local citizens are invited to attend and sign the roll call and become members. The dues are 50 cents a month, payable three months in advance.

## SERVICES AT THE METHODIST CHURCH

Sunday April 6th. Sunday school, 10:30 a.m. Mrs. E. G. Evans, superintendent. Senior Epworth League, 6:45 p.m. Topic, "The Indignation of Jesus." Leader, A. J. Greenlaw. Public worship, 7:30 p.m. Preaching by the Pastor. Subject: "The Great Commission." Junior League Wednesday, at 3:30 p.m., conducted by the Deaconess Miss Guthrie. Mid-week prayer meeting, Wednesday at 7:30 p.m.

Sunday evening, April 13th, Dr. W. C. Evans, superintendent of the San Francisco district, will preach.

Make the vote in favor of the county highway bonds at least five-sixth of the total vote instead of two-thirds, and settle the proposition so there will be no uncertainty.

## LOCAL HAPPENINGS TOLD IN BRIEF

Mrs. T. J. Mahoney made a trip to Petaluma last Tuesday.

Born—in this city, March 29th, to the wife of Colin B. Stokes, a boy.

Mrs. M. E. Shade of Berkeley, a local lot owner, was a visitor to this city last Wednesday.

At the school trustee election yesterday E. N. Brown was elected for the ensuing term.

The record of rainfall for this season to date stands 9.29 inches against 11.29 inches at the same time last year.

Contributions for the sufferers of the flooded sections in the East can be given Dr. J. C. McGovern of this city.

Otto Bissett, whom the Pacific Car and Equipment Co. sent to San Juan three months ago, returned Saturday to resume work here.

J. E. Sullivan and wife and children have taken the house on Lux avenue lately occupied by T. Bresnan where they will reside in future.

Card of Thanks—I desire to sincerely thank friends and acquaintances who so kindly assisted in the sickness and death of my beloved wife. Timothy Bresnan.

A meeting of the local fire department will be held next Wednesday night. All members are urgently requested to be present. Business of importance will be discussed.

Floyd Menzie met with a painful accident last Wednesday morning. While at work at the Steiger Terra Cotta Works, a terra cotta pot under which he was working fell on his head inflicting an ugly cut. It however did not prove serious.

J. Gunsauls employed at the Shaw-Batcher Pipe works met with a serious accident Thursday afternoon. He dropped a heavy weight on both his feet, crushing them badly. He was taken to the Red Cross Hospital at San Mateo.

Frank Walsh, who was convicted of the crime of burglary in the second degree committed in this city several weeks ago, was sentenced by Judge Buck to serve one year at San Quentin. The court denied the prisoner's plea for probation.

C. Krahm met with a bad accident at the Pacific Coast Steel Co. Wednesday morning at 4 o'clock. While at work on the rolling mill in avoiding a steel bar he stepped off the stand on which he was working breaking his left leg in two places.

The classes at Miss Adler's dancing academy are progressing rapidly. Miss Adler is an excellent teacher and Thursday afternoon is an event to look forward to. Miss Adler can be consulted at Metropolitan Hall Thursday afternoons at 3:30 o'clock.

To-night the twelfth annual ball of Tippecanoe Tribe, No. 111, Imp. O. R. M., will be given in Metropolitan Hall. Dancing all-night. Geo. E. Kiessling will act as floor manager, assisted by O. Lockhart and B. Baggenstos. Cars all night. Admission gentlemen 50 cents, ladies complimentary.

A contract was let this week by Jos. G. Walker to Ed Jorgensen for the immediate construction of eight bungalows in lots 1, 2 and 3, block 134, bounded by Jupiter, Cypress and Aspen avenues. The houses will be attractive four room bungalows with all the modern conveniences and will be a splendid addition to that part of the city.

The Colma-Vista Grande Drum Corps, No. 1848, Fraternal Order of Eagles, will hold its annual picnic Sunday, April 13th, at Biggio's Park, Colma. The committee in charge is working to make this the best picnic yet. A large delegation of Eagles and citizens from this city will attend. General admission 25 cents. Dancing with union music.

When Frank LaFranke, grave digger at Ning Young cemetery, ran amuck last Monday morning among his fellow workers at the Chinese cemetery with a revolver an exciting

## DON'T NEGLECT TO VOTE FOR GOOD ROADS TUESDAY!

## IT REQUIRES A TWO-THIRDS VOTE TO CARRY THE BONDS

## IT REQUIRES YOUR VOTE

—Don't fail to make arrangements to get to the polling place on Tuesday.

—The county needs your vote to carry the bonds. This, your home, requires your vote.

—A vote for the good roads is a vote for yourself—for your family and future—for your home place.

—The passing of the bonds means that \$1,250,000 will be brought from the outside and expended upon labor here—among the workingmen of this county.

—This will benefit all classes of tradesmen and workingmen. The good roads will bring business down here—into this section. They will bring pleasure seekers who spend money. They will give us a large slice of the money spent at the Exposition.

—This will help us all. So don't fail to vote—YES.

## ENJOYABLE CATHOLIC ENTERTAINMENT

The entertainment and social given by the Catholic ladies of South San Francisco in Metropolitan Hall last Saturday evening, was one of the best and most successful post-Lenten affairs ever given in this city. The hall was crowded by many hundred persons.

The program was thoroughly enjoyable; music of high union standard, and refreshments of the best quality. A hand-bag donated by Mrs. J. Bernardo was given to Mrs. E. Sands; a beautiful doll, donated by Miss Elvezia Zaro, was given to Rev. Charles J. Bertola and a hand-made centerpiece donated by Mrs. L. Fee was given to Miss Litter. Handsome prizes for the best workers were also given to Miss Irene Mercks, Miss Susanne Fee, Miss Mary Lawler and Master Edward Sheehan. The Catholic ladies are simply delighted over the results and will cheerfully devote the sum realized to cover expenses incurred for improvements on the church's property.

Those who took part in the program deserve great credit for the excellent manner in which their numbers were rendered. Several encores were responded to. Following the entertainment program a social time prevailed.

scene followed. He was after Fred Havens, an undertaker of San Francisco. LaFranke had been employed by Havens to dig a certain number of graves, but he left his job unfinished. Returning to the cemetery late Monday morning he found another man in his place. Then the trouble began. He commenced firing at random with a Colt repeating revolver and the grave diggers sought refuge in the newly-dug graves. Constable Jas. C. Wallace arrested and took LaFranke to the county jail at Redwood City where he is held under \$2000 bail awaiting trial.

## TWO FIRES

The residence of Geo. Kneese was the scene of excitement last Saturday night when an alarm had been given out that the house was on fire.

Due to the burning of some wrapping paper in the fire-place the soot in the chimney caught fire and blazed fiercely from the top, where fanned by the breeze it came dangerously close to the roof. Conductor LaRue and passengers on the 9.15 car which was passing at the time from Holy Cross saw the flames apparently coming from the roof. The fire department was soon at the scene, but the garden hose had already extinguished the flames. However, the department was given an opportunity later in the evening when the firebell again rang. About 11 o'clock a box-car filled with baled hay and assigned to A. Giorgi, of this city, caught fire while standing in the freight yard. The cause of the fire is unknown. By the prompt action of the department some of the hay was saved, although the car was badly damaged.

In the meantime a call had been made to S. P. headquarters in San Francisco and a switch engine was sent to the rescue. It arrived on the scene in the record time of nine minutes after leaving San Francisco, but too late to be of any service, as the fire was out by that time.

## GOOD ROADS ARGUMENTS.

With GOOD ROADS San Mateo Co. would be the playground of San Francisco and the mecca for tourists.

The government has endorsed Good Roads bond issue. Why don't you?

Go and see the new "Wagner Piano" at Cook's Furniture Store, agent for J. T. Bowers Piano Co. Advt.

We have over  
290,000  
Satisfied  
Customers

## To Have and to Hold

It isn't so much of an effort to get customers as it is to hold them.

The efficiency of "Pacific Service" gets us customers. Our unfailing courtesy, never ending efforts to please and maintaining a high efficiency service holds them.

Are you one of satisfied customers?

"Pacific Service" is "Perfect Service"

## PACIFIC GAS AND ELECTRIC COMPANY

SOUTH SAN FRANCISCO, CAL.



# WILL LOWER THE COST OF LIVING

**Great Economies Effected Through Improved Roads.**

## BIG SAVING IN HAULAGE

Cotton States Could Afford to Spend \$1,000,000 a Year on Highways, According to Government Bulletin—Poor Roads Cost Them Twice That.

Good roads are an important factor in the reduction of the cost of living. At least that is the theme of the latest farmers' bulletin of the department of agriculture, which shows that the benefit from improved highways does not accrue only to automobileists, but also to the farmer and the shipper of produce of all kinds. For instance, there are parts of the south, according to the bulletin, in which the time required for hauling goods to market has been reduced from twelve to two days by the improvement of the highways and a saving of \$3 a day in driver's pay alone thus has been effected. Really good roads would save the cotton states of the south approximately \$2,000,000 annually in hauling charges, according to the department, which gives these figures to prove its contention:

"In the cotton states of the south the average haul of cotton from the farm to the shipping point is 11.8 miles. The average load is about 1,700 pounds—a little more than three bales—and the average cost is 80 cents per bale. The cost of marketing the 1911 crop of 16,250,276 bales was \$13,000,220 if computed on the above basis. To each bale of cotton there is about half a ton of cottonseed, which was hauled from the farm to the gin, and then a large percentage of it hauled again to the shipping point. The average cost of hauling cottonseed in the United States is \$3 a ton. The 1911 seed crop therefore cost \$24,375,414 to haul.

"The total cost of hauling the cotton crop in 1911, including the seed, was therefore \$37,375,634. Any system of road improvement throughout this zone which would reduce the annual hauling charge 5 per cent would effect a saving of \$1,868,781 a year. From these figures it would appear that it would be good business to incur an ex-



AN IMPROVED ROAD IN ONE OF THE COTTON STATES.

pense for road improvement, even if such investment entailed an annual interest and maintenance charge of \$1,000,000 to the community of cotton states."

"There are certain direct economic advantages which follow the improvement of public roads in every community," says Acting Director Sargent of the department in the bulletin. "These advantages are probably most apparent in the reduced cost of hauling."

"Certain dependent or reflex economic advantages also arise in a community where roads have been improved. The increase in the value of farm lands is an example of the indirect economic advantages of improved road conditions. It should not be considered, however, that in presenting the advantages of improved roads the direct decrease in the cost of hauling and the increase in farm values are entirely separate and independent. The farm increases in value partly because the cost of hauling is decreased."

"Whatever methods are used to improve a road, the improvement for hauling purposes is due to three causes—the betterment of the road surface, the reduction of the grade, and the shortening of the length. On such an improved road the time required to haul a given quantity of material a

given distance is reduced. The reduction may be largely due to increased speed of hauling, to increased load or to both. It is important to recognize that for transportation purposes reduction of time is equivalent to a decrease of the distance from the market centers. It is easy to see, then, why the increase of farm values must follow improved roads, for their effect is to bring the farms in a sense nearer the towns. The fact that on roads with improved surfaces hauling becomes largely independent of the season of the year or weather conditions means another very considerable reduction in hauling costs. It also means that many of the limitations of the number and kind of farm operations are immediately removed."

### THE PATROL SYSTEM.

**Great Success of Government Test Near Fort Myer.**

The office of public roads of the department of agriculture has been making experiments on an eight mile stretch of road in Virginia to demonstrate the results that may be obtained on country earth roads by continuous work under a patrol system. A patrolman was employed to furnish a horse, cart and small tools, and he was supplied with a road drag built of plank and required to furnish two horses to drag the road whenever it was in suitable condition for dragging, usually following each rain.

The entire eight miles of road are well traveled, and there is considerable heavy teaming over parts of it. The United States cavalry stationed at Fort Myer frequently passes over a portion and batteries of artillery also use the road at intervals. A traffic census for three days last March showed the following daily average of teams traveling over the road: Loaded one horse wagons, fifteen; unloaded one horse wagons, fifty-eight; loaded two horse wagons, thirty-eight; unloaded two horse wagons, forty-nine; loaded four horse wagons, nine; unloaded four horse wagons, four; saddle horses, nineteen-six, and motor runabouts, one.

The patrolman was paid \$60 a month and \$1 a day extra whenever he used two horses to drag the road. His presence was required on the road from 8 a. m. until 4:30 p. m., with one-half hour allowed for lunch.

The average cost of dragging last year was \$16.11 per mile for six and a half months, which is at the rate of \$29.74 a mile for the first year of twenty-four draggings, or approximately \$1.25 per mile for each dragging of three round trips.

The use of the road drag has greatly improved the daily condition of the road and rendered it smooth and comfortable for travel for a greatly increased number of days in bad weather. The department expects to continue the experiment this year, for it is already apparent that the entire eight miles of road will show remarkable improvement under the systematic work of the patrolman.

### Bringing the Farmer to Town.

Among the ways of providing better transportation facilities for the dairyman and farmer, none seems more feasible than a radial system of good roads running out into the country for ten or fifteen miles. Farmers then could drive in with their products at any season of the year and save the profits of possibly two middlemen and of at least one, the railroad. In practice it generally works out that this saving is shared by both the consumer and producer. It would seem that any city could well afford to contribute generously as a business proposition to such a project, which would both bring trade to her merchants and cheaper food for her people.—Winnipeg Telegram

### Result of Bad Roads.

There is another matter that makes bad roads a factor of loss. That is in the sale of the farm. A farm ten miles out on a road impassable for five months in the year has five-twelfths of its usefulness impaired and is certainly worth 33 1/3 per cent intrinsically less than it should be were the roads not so bad. Bad roads are a deterrent to settlement, thus driving an additional value away from farm land due to increasing population. They act as a repellent force to drive the boys and girls and desirable citizens from farm life.

### Value of Good Roads.

One of our most able writers on rural economics has said that he would deduct \$5 per acre from the price of a farm for every mile away from town or shipping point. He has not put it any too strongly, for the market and facilities for marketing are large elements in the value of a farm. It is variously estimated that a farm in a locality where the roads are generally improved is worth from \$10 to \$25 per acre more than the same farm would be worth if the roads were unimproved.

## Notice of Special Election

Notice is hereby given, that pursuant to an order of the Board of Supervisors made and entered on the 3rd day of March, 1913, a special election will be held in the County of San Mateo, State of California, on Tuesday, the 8th day of April, 1913, at which will be submitted to the electors of said county the following proposition:

Proposition to incur an indebtedness of the County of San Mateo and to issue bonds therefor to the amount of One Million Two Hundred and Fifty Thousand Dollars for the purpose of building and constructing the roads, bridges and highways of said county.

The ballots to be used at said election shall be substantially in the following form:

### SPECIAL ELECTION TICKET.

To vote for the proposition and thereby authorize the incurring of an indebtedness and the issuing of bonds therefor to the amount of and for the purpose stated in such proposition, stamp a cross (X) in the blank space to the right of the words "Bonds Yes."

To vote against the proposition and thereby refuse to authorize the incurring of an indebtedness and the issuing of bonds therefor to the amount of and for the purpose stated in such proposition, stamp a cross (X) in the blank space to the right of the words "Bonds No."

All marks except the cross (X) are forbidden. All distinguishing marks or erasures are forbidden and make the ballot void.

If you wrongly stamp, tear or deface this ballot, return it to the inspector and obtain another.

Proposition to incur an indebtedness of the County of San Mateo, and to issue bonds therefor to the amount of \$1,250,000 for the purpose of building and constructing the roads, bridges, and highways of the county. Bonds issued for such purpose shall bear interest at the rate of five per centum per annum, payable semi-annually.

Any qualified elector of the County of San Mateo may vote at said special election either for or against the proposition submitted. To vote in favor of the proposition and thereby authorize the incurring of the indebtedness and the issuing of bonds to the amount of and for the purpose stated in such proposition, and each cross (X) stamped in the blank space to the right of the words "Bonds Yes." To vote against and thereby refuse to authorize the incurring of the indebtedness and the issuing of bonds to the amount of and for the purpose stated therein, he shall stamp a cross (X) in the blank space to the right of the words "Bonds No."

Each cross (X) stamped in the blank space to the right of the words "Bonds Yes" shall be counted as a vote in favor of and to authorize the incurring of an indebtedness and the issuing of bonds to the amount of and for the purpose stated in such proposition, and each cross (X) stamped in the blank space to the right of the words "Bonds No" shall be counted as a vote not in favor of and a refusal to authorize the incurring of an indebtedness to the amount of and for the purpose stated in such proposition.

The names, numbers and boundaries of the several election precincts are the same as heretofore established by the Board of Supervisors by ordinance No. 243, adopted June 5, 1911, and amended by Ordinance No. 249, adopted September 6, 1911, and shall constitute the election precincts for the special election hereinwith ordered, and the polling places and the officers to conduct said election are hereby designated and appointed as follows:

### COLMA PRECINCT NO. 1.

Polling Place—Jefferson Hall.  
Inspector—E. Geary.  
Judges—J. Fuchs and Gertrude Oakes.  
Clerk—Anna T. Harrison.

### COLMA PRECINCT NO. 2.

Polling Place—Russell's Hall.  
Inspector—Lizzie J. Atkinson, Sr.  
Judges—John Tiedemann and Mrs. John Witt.  
Clerk—C. P. Lambert.

### DALY CITY PRECINCT NO. 1.

Polling Place—Crocker Tract Hall.  
Inspector—Marie Wallace.  
Judges—Philip F. Fahy and W. Faber.  
Clerk—Elfrieda Sweeney.

### DALY CITY PRECINCT NO. 2.

Polling Place—Pappa's Hall.  
Inspector—Clementine I. Cochran.  
Judges—Julius Nelson and Ethel Brown.  
Clerk—E. R. Poor.

### DALY CITY PRECINCT NO. 3.

Polling Place—Justice's Court, Mission road.  
Inspector—Frances M. Quilliman.  
Judges—A. J. Green and Elizabeth Perada.  
Clerk—F. Hansen.

### VISITACION PRECINCT.

Polling Place—Waiting Room near 7 Mile House.  
Inspector—Kate A. Schwerin.  
Judges—G. F. Delaney and Julia Allemand.  
Clerk—H. C. Van Deventer.

### SOUTH SAN FRANCISCO PRECINCT NO. 1.

Polling Place—Moraggin's Store.  
Inspector—Mellie Cohen.  
Judges—C. S. Kaufmann and Jessie Kelly.  
Clerk—Julia Iago.

### SOUTH SAN FRANCISCO PRECINCT NO. 2.

Polling Place—Town Hall.  
Inspector—Viola R. Wood.  
Judges—M. F. Healey and Catherine Sheehan.  
Clerk—Peter Lind.

### SAN BRUNO PRECINCT NO. 1.

Polling Place—House Elmira avenue, near Crystal Springs road.  
Inspector—Emilia C. Sherman.  
Judges—W. N. Holliday and Elizabeth T. Kane.  
Clerk—Alfred R. Meade.

### SAN BRUNO PRECINCT NO. 2.

Polling Place—Carpenters Hall.  
Inspector—Carrie Huff.  
Judges—John B. Valentine and Lavina H. Gray.  
Clerk—C. Schoellkopf.

### LOMITA PARK PRECINCT.

Polling Place—School House.  
Inspector—Alma A. Monroe.  
Judges—S. K. Fraser and Minnie Bogle.  
Clerk—F. L. Kiellman.

### MILLBRAE PRECINCT.

Polling Place—Millbrae Hall.  
Inspector—Charlotte M. Paynter.  
Judges—C. J. Hogan and Annie E. Bills.  
Clerk—P. Gouzenes.

### SAN PEDRO PRECINCT.

Polling Place—Salada Hotel.  
Inspector—Lydia Comerford.  
Judges—H. N. Berry and Ella Hazel Meyers.  
Clerk—P. E. Fleming.

### BELMONT PRECINCT.

Polling Place—Club Hall on Raiston avenue.  
Inspector—Felicima A. Foster.  
Judges—Wm. M. Mason and Harriet C. Haydock.  
Clerk—Geo. O. Rousell.

### BURLINGAME PRECINCT NO. 1.

Polling Place—Athletic Club Hall on East Lane.  
Inspector—Bessie Hatch.  
Judges—John Lloyd and Medora E. Rollins.  
Clerk—E. M. Stack.

### BURLINGAME PRECINCT NO. 2.

Polling Place—Fire House in City Hall on Main street.  
Inspector—O. E. Alger.  
Judges—Alex Forbes and Martha Chapman.  
Clerk—Eva M. Farnum.

### BURLINGAME PRECINCT NO. 3.

Polling Place—Wm. Edwards' Garage on Ralston avenue.  
Inspector—Norma N. Bissett.  
Judges—John Claussen and Kate L. Sablatchan.  
Clerk—Chas. M. Hackmeir.

### BURLINGAME PRECINCT NO. 4.

Polling Place—Dunbar's Store.  
Inspector—Edna Bond.  
Judges—W. J. Hargrave and Hannah T. Prendergast.  
Clerk—R. H. Van Schaick.

### HILLSBOROUGH PRECINCT.

Polling Place—City Hall.  
Inspector—Wm. Eldred.

Judges—Wm. Munro and Jos. J. Gainer.

Clerk—J. J. McGrath.

### SAN MATEO PRECINCT NO. 1.

Polling Place—Fire House on B street in City Hall.  
Inspector—Ethel M. Eilers.

Judges—A. J. Honerlah and Amelia R. Brunner.

Clerk—M. J. Burke.

### SAN MATEO PRECINCT NO. 2.

Polling Place—Athletic Club Hall on R. R. avenue.  
Inspector—W. Davidson.

Judges—Ellen Currie and Claude H. Moore.

Clerk—Nellie Usher.

### SAN MATEO PRECINCT NO. 3.

Polling Place—No. 38 North C street.  
Inspector—John Eustace.

Judges—Wm. J. Logan and Jas. J. Lyons.

Clerk—Geo. B. Ropp.

### SAN MATEO PRECINCT NO. 4.

Polling Place—High School.  
Inspector—H. N. Royden.

Judges—Maud Campbell and C. C. Anderson.

Clerk—Mary Burke.

### SAN MATEO PRECINCT NO. 5.

Polling Place—Fire House on Bellevue Avenue.  
Inspector—Minnie C. Killelea.

Judges—H. Kroger, Jr. and Clarinda S. Morse.

Clerk—Edward C. Cooks.

### SAN MATEO PRECINCT NO. 6.

Polling Place—Fire House on Mt. Diablo Avenue and E street.

Inspector—Ide Kelley.

Judges—A. Gibson and Frank S. Rosa.

Clerk—Kate Gittings.

### SAN MATEO PRECINCT NO. 7.

Polling Place—School House near Homestead.

Inspector—Keyron O'Grady.

Judges—Catherine McCollum and Thurlow M. Murray.

Clerk—Sarah M. Britt.

# South San Francisco Land and Improvement Co.

## FOUNDERS OF THE CITY OF SOUTH SAN FRANCISCO

THE SOUTH SAN FRANCISCO LAND AND IMPROVEMENT COMPANY designed in its original plan to make of South San Francisco a great manufacturing center. With that object in view, it originally purchased 3500 acres of land in San Mateo County, on the bay front, five miles south of the City of San Francisco. Since the original purchase, the company has added greatly to its holdings by the purchase of large tracts of adjoining lands, giving to it a perfect environment for the complete development of a great manufacturing city.

The faith which this Company had in its enterprise has been manifest to everyone by the large expenditure it has made in the development of this property. Every foundation which goes to make a perfect condition for manufacture has been already solidly installed, and

## SOUTH SAN FRANCISCO

is a rapidly growing city; it is a railroad terminal; it is on the main line of the Southern Pacific Railroad, and accessible to all railroads; has deep water communication; owns and operates for its industries a railroad connecting with the Southern Pacific and the water front; has electric street car service from factory to Town, and direct to San Francisco; has an Electric Light and Power Company; owns an independent Water Works, and has an abundance of fresh water for factory and house; has wharves and docks; a perfect sewerage system; a Bank and a Town Hall; and a population of over 3000 people in an extensive and fine residence district, where everyone may secure lands at reasonable prices and on favorable terms, as homes for themselves and their families.

## FACTORY SITES

can be obtained from the South San Francisco Land and Improvement Company on most reasonable terms.

The completion of the Bay Shore Tunnels has placed South San Francisco on the main lines of the Southern Pacific Railroad, and forty passenger trains per day connect it with the outside world.

Owing to the completion of the Dumbarton Bridge and Cutoff, South San Francisco will soon have all railroads which center in San Francisco passing through its midst.

Many industries are already established here, chief of which are the Western Meat Company, the Wool Pullery, the Soap Works, the Steiger Pottery Works, the W. P. Fuller White Lead Works, the South San Francisco Lumber and Supply Company, the Pacific Coast Steel Company, the Pacific Car and Equipment Company, the Standard Corrugated Pipe Works, and other enterprises, all of which are in operation to-day. The Meese Gottfried Machinery Company and the Enterprise Foundry of San Francisco have each recently made purchases of land, and South San Francisco is plainly destined to fulfill all that its promoters had hoped.

**For Manufacturing Purposes, South San Francisco Has No Equal on San Francisco Bay**

**PARTIES DESIRING LOCATIONS SHOULD APPLY TO**

**W. J. MARTIN, Land Agent, South San Francisco Land and Improvement Co.**  
South San Francisco, San Mateo County, California.

NEXT TIME  
YOU BAKE---

USE **CALIFENE**

It will make your friends wonder how you get that nice, rich, savory crust they somehow cannot bake. Be generous. Give them the secret. Tell them about Califene, the new shortening that makes every baking day cheerful. Be sure they remember the name Califene, made in South San Francisco and sold everywhere in California.

**ASK YOUR DEALER**

Manufactured from the purest vegetable oil and selected beef fat in a modern and sanitary plant  
under the watchful eyes of U. S. Government Inspectors.

**Western Meat Company**

# THE ENTERPRISE

Published every Saturday by the  
Enterprise Publishing Co.  
Everett I. Woodman, Manager.

Entered at the Postoffice at South San Francisco, Cal., as second-class matter, December 19, 1895.

## SUBSCRIPTION RATES.

One Year, in advance \$2 00  
Six Months " 1 00  
Three Months " 50

Advertising rates furnished on application.

Office on Linden Avenue near Bank



SATURDAY, APRIL 5, 1913

**GOOD ROADS WILL ATTRACT BUSINESS**

The workers who are employed in San Francisco and live in San Mateo county should not overlook or neglect their duty to the place in which they reside by neglecting to go to the polls for the good roads bonds on Tuesday. There should be sufficient public spirit and community pride in this neighborhood to make a record showing. A man must safeguard his home; it is his moral as well as material profit to do so.

The passage of the good roads bonds means advancement and material benefit in many directions, all of which will be shared by the people of this section.

First, the spending of \$1,250,000 inside this county means employment to a great number of men. The sum is brought from the outside and goes into circulation here, benefiting the tradesmen as well as the workers.

It simply means that we are borrowing this sum to spend among our own people and to improve our own property. We have thirty years to pay it back in. In the meantime our property is improved, has increased in value and attracted other property holders who will assist us in paying back this sum. This section is destined to become the great industrial part of the county and in less than half the life of the bonds the factories and other taxable business will have increased so that the road tax will be reduced to a minimum.

The building of good roads will attract business down the Peninsula, especially to this, the coming industrial section. This means more employment for workers. It means the increasing of real estate values. The small lot will soon represent a snug sum. The small business will soon expand.

Good roads bring the farmer nearer the city, increase the value of the farm and increase the profits of the farmer and so benefits the cities. Good roads bring thousands of tourists into a scenic country like this county of ours, and this means the bringing of thousands of dollars down here for distribution.

The workers who are employed in San Francisco now will not always be there. They may soon be here where their homes are. And some day they will want to find the rest and comfort of this home down here. We think there is not a man in this

section with soul so dead that he will not bestir himself a little to establish that home in better order. There is not a man so inactive and indifferent as to neglect to increase the value of his property or to make his home city a better place to live in.

The eyes of our metropolitan neighbors are upon us at this election. The eyes of the suburban cities across the bay are anxiously strained to see what we will do. Are we to place ourselves in the trailing rear of other cities whose citizens have to cross the bay to get to the metropolis? Are we to make this county a by-word for the vaudeville comedian, a synonym for all that is slothful and unprogressive?

Here is our opportunity to place ourselves in the lead of all the counties of California. We already have the scenery and climate that is at once the envy and admiration of our rival cities across the bay. We are in a position to make our county the show place for Panama Pacific visitors. The roads will do it.

It takes little exertion to go to the polling place and cast a vote for the bonds. Every worker in San Francisco should make arrangements to take the little time to vote.

The voters of this section are not lacking in intelligence or energy. It is to be hoped that this election will show that they are not lacking in civic pride and patriotism.

Let us all go to the polls on Tuesday and make a record, an overwhelming majority of "Ayes" for the bonds which means so much for us all.

**TRI-COUNTY ORGANIZATION**

In union there is strength and the counties of this Peninsula are beginning to realize the necessity of joint action for the promotion of industrial and commercial development.

As San Mateo is the gateway to San Francisco, so Santa Clara county is the gateway to the Peninsula. The relationship of these three counties to each other through location is obvious. It is a relationship which causes a general uniformity in conditions, for better or for worse.

To consider the desirability of joint action being taken by the three counties for the welfare of the Peninsula, a conference was recently held between representatives of the San Francisco Chamber of Commerce, San Mateo County Development Association, and the San Jose Chamber of Commerce.

The conference unanimously recommended that such action be taken and further recommended that a Tri-Counties Committee be formed to consist of ten representatives from the San Mateo County Development Association, ten from the San Jose Chamber of Commerce and ten from the San Francisco Chamber of Commerce.

The report of the conference was approved by each of the above three organizations and as soon as the names of the representatives from the three organizations are received, a joint meeting of the Tri-Counties Committee will be called.

Many years ago, in order to go from the East to California, it was necessary to travel over the long intervening distance by stage coach or by wagon, or else to set sail from some seaport for the Isthmus of Panama and after crossing it to begin another water voy-

age. The possibilities of this great State soon made it necessary to get railroad communication. This was simply another good roads proposition. No other influence has contributed so much to the development of California and the rest of the West as this type of good roads. San Mateo county is just as much dependent upon the construction of good roads through its territory as California is upon the great iron highways which connect this State with the East. Those who are opposing this movement do not reason at all when they fail to see the benefits. They are exactly in the same class as are people who persist in using tallow candles to illuminate their houses.

**EDITORIAL NOTES.**

If you have no family tree, branch out for yourself.

He is a wise man who keeps his good opinions of himself a close secret.

If a woman isn't suspicious of her husband it's because she has something else to worry her.

A spinster never gets so old as to lose interest in a love letter no matter whose it is.

His resolution to be an American president, rather than a Democratic president, increases the dignity of Mr. Wilson's job.

If Dr. Friedmann's tuberculosis experiments are a success he may work on the discovery of a serum that will relieve the pangs of professional jealousy.

The citizen who is opposed to the bond proposition for new county highways is working an injury to himself. The Enterprise believes that element of our citizenship is in the far minority.

## CABBAGE SHIPMENTS FROM HERE LARGE

The cabbage gardeners in the vicinity of Baden station are erecting a storehouse at that station. The building will be used for storing cabbages prior to shipment. The large number of heads of cabbage shipped from Baden station is surprising. One gardener alone last week shipped four carloads. This means he shipped 17,520 heads of cabbage; one box-car holding 130 crates with 36 heads per crate. But this is only one example, for there are at least nine other gardeners who send their produce from Baden station. Many gardeners, although nearer Baden, ship their produce from Colma owing to the bad condition of the county road.

The average price paid for this popular vegetable is 50 cents per 100 pounds which practically means 59 cents a dozen for a dozen large cabbages will weight approximately 100 pounds. The season extends from March until May.

Another popular vegetable which thrives in San Mateo county is the artichoke. Half Moon Bay is noted for its fine artichokes, but few citizens of this city realize that right here are raised number one specimens of this vegetable. The gardens are located across the Southern Pacific tracks from the pump house.

As many as 105 dozen artichokes per week have been taken to San Francisco where at the beginning of the season in early March as high as 75 cents per dozen was paid. Of course the price varies with the quantity produced and at present artichokes are more plentiful and cheaper.

Anybody wishing to get fresh artichokes (cut while you wait) can get them here.

**REALTY TRANSFERS.**

C. T. Connelly to Hannah Schneider—Lot 6, block 102, South San Francisco.

South San Francisco Land and Improvement Co. to Hensley-Green Co.—Lot 49, block 1, lots 34, 35, 36, block 9, lots 52 and 62, block 10, San Bruno Park.

Good roads increase values, reduce taxes, and add greatly to our comfort and pleasure. Vote for the bonds next Tuesday.

## FRATERNAL ORDERS

BY HARRY EDWARDS.

**F. O. E.**

The Eagles Memorial service in Metropolitan Hall, Sunday, April 6th, will surpass any thing of the kind heretofore presented by this fraternal order. The program is a splendid one. The many offers to assist in this service was a surprise to the committee and regrets that all could not be accepted were expressed by the committee in charge.

The Aerie session Tuesday last was well attended. Fifty dollars was ordered wired to the grand secretary on behalf of sufferers in Ohio and Indiana, with a promise of more to follow if needed. Representatives to State Aerie to be held at Venice were elected as follows: Hon. Ambrose McSweeney, Dr. J. C. McGovern; Alternates Jos. Huff and E. Daneri. T. C. McGovern and J. Fisher also are representatives by virtue of their office. When in the order of business the good of Eagedom was reached, the speakers referred to the memorial service, hoping that it would be a successful one, promising to do all in their power in this direction. Several applications for membership were received and undoubtedly 1913 will prove to be the most successful year in the history of the Aerie.

**L. O. O. M.**

The South City Lodge, No. 832, L. O. O. M., held an interesting meeting last Thursday evening. A candidate was initiated. The new officers for the ensuing term were installed. Following the installation a social time was had until midnight.

The vote of Visitacion, South San Francisco and San Bruno should be unanimous in favor of the bond issue next Tuesday. It will mean the opening of a second modern gateway into San Francisco.

## DEPUTY COUNTY CLERK LOWE OUT OF OFFICE

A. L. Lowe, the deputy county clerk, was relieved from his office Monday by County Clerk Nash. The cause of the rupture between Nash and his assistant is not known in detail except that there has been financial difficulties between the two. Last week Nash filed suit in the superior court against Lowe to collect a balance on a note amounting to \$1007.50, and interest and costs. The suit was settled by outside parties. Nash refuses to discuss the matter further than to say that he was forced to part with his deputy "for the good of the service."

Redwood City Democrat.

County Clerk Nash has appointed

Miss Eleanor Falvey of San Mateo as his chief deputy.

**PROFESSIONAL CARDS**

**DR. H. G. PLYMIRE**

Surgeon

Office. 500 Grand Avenue Hours 1 to 4 and 7 to 8 p. m.

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**Dr. J. C. McGovern**

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OFFICE: Kauffmann Building South San Francisco San Mateo Co.

**FRATERNAL DIRECTORY**

**FRANCIS DRAKE LODGE,**

No. 376, F. & A. M., meets at Metropolitan Hall first Friday every month for Stated meetings.



E. P. KAUFFMANN, Master.

J. G. WALKER, Secretary.

SOUTH SAN FRANCISCO LODGE, No. 850, THE FRATERNAL BROTHERHOOD, meets every 2d and 4th Mondays in Lodge Hall.

C. F. GODDEN, President.

DORA HARDER, Secretary.

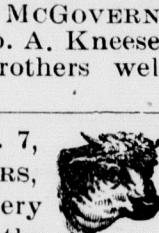
TIPPECANOE TRIBE No. 111, I. O. R. M., meets every Thursday evening at 8 p. m. in Metropolitan Hall. Visiting Bros. welcome.



J. RIORDAN, Sachem.

O. Lockhart, Chief of Records.

SOUTH CITY AERIE No. 1473, F. O. E., meets every Tuesday evening in Metropolitan Hall at 8 p. m. T. C. McGOVERN Worthy President. Geo. A. Kneese Secretary. Visiting brothers welcome.



SAN MATEO LODGE, No. 7, JOURNEYMAN BUTCHERS, P. and B. A., meets every 1st and 3d Mondays in the Lodge Hall, at 7:30 p. m.

CHAS. HEDLUND, President.

C. L. KAUFFMANN, Secretary.

**HOTELS**

## Linden Hotel

WOLGEVEN & FENGER, Props.

206-210 Linden Avenue

SOUTH SAN FRANCISCO

## TAXES!

1912-1913

Office of Tax Collector, County of San Mateo, Redwood City, Cal., March 1, 1913.

Notice is hereby given that the Second Installment of Taxes for the year 1912-1913 is now due and payable at my office in the County Court House, at Redwood City, Cal., daily, Sundays and legal holidays excepted, from 9 o'clock a. m. to 5 o'clock p. m., to and including MONDAY, April 28, 1913, at 6 o'clock p. m., when 5 per cent will be added to all taxes remaining unpaid.

A. MCSWEENEY, Tax Collector of San Mateo County.

3-1-td

## Just Arrived

A Complete Stock of

### New Spring Styles

OF

L. A. Crossett and W. B. Douglas

### SHOES

Standard Price Goods

## Dowd's Shoe Store

Expert Hair Cutting, Hot Baths, Razors Honed

AT

METROPOLITAN BARBER SHOP



### No Wind or Weather

Can harm the complexion, treated with our soaps, creams and face powders. For they give health, vigor and daintiness to the skin, removing all dirt, all effects of sun, wind or rain. To use them is to assure the performance of every woman's duty, which is to look and to stay beautiful.

### SOUTH CITY PHARMACY,

San Bruno South San Francisco Phone Main 162 Phone Main 82

## NOTASME

(Perfect Process)

### Silk-Lisle Hosiery

Wears Like "Sixty"

Looks Like "Fifty"

Costs but Twenty-five

### Durable

Beautiful

## MAINTENANCE OF NEW STATE HIGHWAY IN THIS COUNTY

At the time that the rate case of the San Mateo County Development Association against the Southern Pacific Company was settled, the intention and promise of that corporation to build an electric railway system down the Peninsula played an important part in the negotiations.

Company officials stated that work on this system would commence shortly, and believing that it would the transportation committee of the Development Association accordingly did not insist on an immediate adjustment of one way fares and intra-county commutation fares. There being no sign of action on the part of the Southern Pacific so far as the construction of the electric line is concerned, a discussion over this matter at the meeting of the board of governors Tuesday night resulted in the order that the transportation committee investigate it further with the understanding that steps be taken to secure a further reduction in fares if definite assurance of action on the part of the Southern Pacific could not be secured.

At the general meeting of the association the following officers were re-elected: Rev. W. A. Brewer, president; W. J. Martin, vice-president; H. C. Tuchsen, treasurer; D. G. Doubleday, sergeant-at-arms; F. L. Eksward, secretary; L. E. Fuller, manager. George A. Deleau of Redwood City takes the place of H. W. Walker on the governing board and Walter Anderson that of M. J. Conway of San Mateo. The various municipalities of the county have not as yet appointed their representatives.

The following letter from the State Highway Commission explains a mooted point that the roads now being built by the state will be maintained by them:

"In response to your inquiries, I am directed by the commission to advise you that the construction of the main line of the state highway through your county generally following the Mission road is the only section of the state highway which the commission can construct through your county, and that the maintenance of this highway perpetually by the state will save your county annually many thousand dollars for its upkeep, which sum so saved would pay the annual interest on several hundred thousand dollars bonds if issued for other construction."

"We are in hearty sympathy with the good roads bond proposition, which your county and several other counties are now planning, and for which the link through each such county will prove the most efficient part of the trunk line of the state highway to which each county may tie its local system of roads."

### Be Careful of What You Say.

In speaking of a person's faults, Pray don't forget your own; Remember, those with homes of glass Should seldom throw a stone;

If we have nothing else to do Than talk of those who sin, 'Tis better to commence at home, And from that point begin.

We have no right to judge a man, Until he's fairly tried; Should we not like his company, We know the world is wide.

Some may have faults—and who has not,

The old as well as young; Perhaps we may for aught we know, Have fifty to their one.

I'll tell you of a better plan, And finds it works full well. To try my own defects to cure Ere others faults I tell;

And though I sometimes hope to be No worse than some I know, My own shortcomings bid me let The faults of others go.

Then let us all when we begin To slander friend or foe, Think of the harm one word may do To those we little know.

Remember—curses, sometimes, like Our chickens—"roost at home;" Don't speak of others' faults until We have none of our own.

—Exchange.

## PANAMA-PACIFIC EXPOSITION NEWS

Like young growths in the springtime, bursting forth to gladden the hearts of men after their long and mysterious hidden development beneath the earth, and thereafter unfolding in full view their beauties, step by step until the blossoming, the Panama-Pacific International Exposition is rising at Harbor View, in the city of San Francisco. The long months of embryonic nourishment, of planning and laying of underground, invisible foundations, have been accomplished. Firmly planted and rooted in the bed of preliminary preparations, the concrete exposition is shooting upward, taking leaf and soon will form the bud that, swelling and acquiring its beautiful tints, shall open in the full-blown rose in February, 1915.

From now on, the progress of this wonderful fair that is to astonish the world will be visible. Not alone is the work farther advanced at the present time than at any other previous exposition at a date so far in advance of its formal opening, but all world's fair records of construction will be broken by the completion in July, 1914, of everyone of the fourteen exhibit palaces to be erected by the exposition company. By July of this year everyone of these palaces will be under construction.

The enormous amount of work already done at Harbor View and on the grounds of the Presidio, exclusive of actual construction of buildings now under way, must be enumerated to be fully appreciated, as hitherto no adequate idea could be gained even from a visit to the site. The preliminary work includes the filling in of lands at Harbor View and the Presidio, now completed; the construction of a rock seawall; construction of the enclosing fence, 80 per cent completed; the erection of greenhouses and potting houses at the Presidio; the moving of buildings from the required site; the improvement of Fulton Basin, now 90 percent completed; the construction of roadways; the grading of sites for the various buildings; the installation of sanitary and storm sewer systems throughout the grounds; the preliminary work of installation of the high pressure water system; the driving of piles for the ferry slips at the foot of Buchanan street, and the hundred of other necessary undertakings which of themselves give no visible evidence of the enormous work already being accomplished.

The handsome service building was completed more than a month ago and is now occupied by the forces directing the work of actual construction. The foundation of the immense Machinery Hall, the largest of the exhibit palaces, for which ground was broken January 1st, are nearly completed and joists are being put in place. Work is under way on the foundations for the Palace of Liberal Arts and for Automobile Hall. Contracts have already been let for the Palace of Varied Industries, bids for the construction of the Palace of Food Products have been called for, and bids for the Agricultural Palace will be called for before, plans and specifications now being ready.

### LETTER LIST.

List of letters remaining unclaimed at South San Francisco, Cal., March 29, 1913:

#### DOMESTIC

Miss Grace Arrighini, Geo. Baldwin, Miss Avera Concetta, T. D. Coyle, Miss Irma Evert, Mrs. J. E. Higgins, Frank Marus, Mrs. Charley Roze, Tony Raabe, John Winter, Hugh Young.

#### FOREIGN

B. Albini, Celeste Zecca, Giuseppe Del Bianco, Richard Hockie, Maria Leonor Da Gloris, Franco Geralamo, Duilio Luchini, Camillo Luchini, Jose Roza Medeiros, Mrs. J. Osmers, Ala Soriani, Maria Spediacci, Michel Torrelo, Mrs. Steve Wynn.

E. E. CUNNINGHAM, P. M.

President Wilson has learned that an American financial system stood ready to furnish the Republic of China a short-term loan of about \$10,000,000, and would later negotiate a long-term loan up to \$100,000,000, or whatever should be China's need. The syndicate has asked for assurances that the United States Government would not participate in any way in the negotiations.

## AMERICAN BOY DECORATED WITH JAPANESE MEDAL

Four hundred school children sang the Japanese national anthem in Japanese last Tuesday, in Redwood City, in honor of the ceremony of decorating 13-year-old Duncan Fitzgerald with the medal of the Japanese Imperial Order of Kojuhosho, bestowed on him by the Mikado for saving a Japanese from drowning a year ago.

Ojairo Oyama, acting consul general of Japan in San Francisco, pinned the medal on the boy, who is the foster son of Sheriff and Mrs. J. H. Mansfield. A half holiday was declared and the ceremony held in the assembly hall of the Redwood public school.

The consul explained that Duncan Fitzgerald was the forty-fifth member of this order, which was founded in 1881 to honor those who have done deeds of great bravery. A number of attachés of the consulate were present and citizens of the county sat on the platform.

## THE BIENNIAL SCHOOL REPORT

The Biennial School Report is just issued from the office of State Superintendent of Public Instruction. It contains about a hundred pages of statistical tables, prepared primarily for the use of the legislators and others interested in educational legislation. It can be had at the office of the County Superintendent of Schools or of Mr. Hyatt direct at Sacramento.

This report gives the figures for the past two years for the Kindergartens, the Elementary Schools, the High Schools, the Normal Schools, the Special Schools and the University of the State. Besides these tables there are statistical summaries comparing school conditions for a period of ten years, very interesting to read.

For instance, we learn that the high schools have made a more marvelous growth than any other element of our school system. Since the law providing state aid for high school in 1904 the high schools of California have advanced in numbers, teachers, pupils, buildings, and expenditures from 65 to 1510 per cent, a wonderful increase! In speaking of legislation for free textbooks, the superintendent gives the following counsel:

"I would recommend that the matter be begun in a conservative careful and economical way. Improvements and innovations can easily be made from time to time as occasion requires, and some good things may well be left for the future. It is highly important to start this new departure in a way that shall not invite opposition and shall not be burdensome upon the people who pay the taxes.

It must be remembered that there are many interests ready to take strategic advantage of every mistake and thousands of voices waiting to cry havoc at every possible opportunity. It will be well to conserve the supplies of books already extant; to get full measure of service out of the books to be distributed; and to manage the whole venture in a way to invite confidence and to allay fear."

### CALIFORNIA INVENTORS.

The following patents were just issued to California inventors reported by D. Swift & Co., patent lawyers, Washington, D. C., who will furnish copies of any patent for ten cents apiece to our readers.

Wm. H. Creswell, Woodland, crate, (sold); Knut M. Dahl, San Francisco, firing boilers or furnaces by hydrocarbon, (sold); Wm. Esterberg, Stockton, pipe wrench attachment for monkey wrenches, (sold); Peter J. Johanson, San Jose, dumping rake; Axel Johnson, Point Richmond, can flanging and double seaming machine, (sold); John J. K. Koughan, South Berkeley, connecting device, (sold); Louis E. Landes, Los Angeles, lock motor vehicle steering wheels; Jacob Liebfried, Los Angeles, engine starter, (sold); Richard H. Long, Oakland, registering machine; Wallace E. McChesney, Berkeley, hydraulic excavator; John D. Phiones, Berkeley, automatic bayonet; Warren H. Seaser, Fresno, illuminated plate for well and drainage castings.

## BUY RIGHT

Get in on the ground floor. South San Francisco property will never be as cheap again. We are familiar with values and are willing to give you the benefit of our experience. We want houses to rent and lots to sell.

## E. E. CUNNINGHAM & CO.

Real Estate and Fire Insurance

Postoffice Building

South San Francisco

## TURK ACCEPTS TERMS OF PEACE

## Montenegro Bids Defiance to Powers

The Turkish Government declared that it unreservedly accepted the terms of peace proposed by the European powers.

The terms of mediation offered by the European powers to Turkey and the Balkan allies were:

"First—The frontier of the Ottoman empire in Europe shall start at Enos, and, following the course of the Maritsa river and then that of the Erzen, shall end at Midia. All territories situated west of this line shall be ceded by Turkey to the allied states, with the exception of Albania, the delimitation of which shall be fixed by the powers.

"Second—The question of the Aegean Islands shall be settled by the powers.

"Third—Turkey shall abandon all claims to Crete.

"Fourth—The powers cannot favorably entertain the demand for indemnity, but will admit the allies to participate in the discussions of the International Commission in Paris for an equitable settlement of their participation in the Ottoman debt and in the financial charges of the districts to be handed over to them. Turkey is to be asked to take part in the labors of this commission.

"The great powers declare at the same time that as soon as the bases are accepted hostilities shall cease."

On March 28th Bulgaria gave notice of acceptance of the offer of mediation, but persisted in her demand for a war indemnity and proposed to substitute a frontier line from Midia, on the Black sea, to the Gulf of Saros, at the top of the peninsula of Gallipoli.

The European Ambassadors in London have been considering the situation since that time, but have not reached any definite conclusions. The fall of the fortress of Adrianople is considered likely to have some influence on future negotiations.

Special dispatches from the front say that the Servian and Montenegrin forces are bombarding the Scutari forts with success, and that their surrender is expected within a day or two.

Montenegro has answered the latest demand of the powers regarding the withdrawal of civilians from Scutari by stating that army headquarters have refused for military reason to permit the transmission to the commandant of the beleaguered town of a cipher dispatch from his Government. The Montenegrin Government, however, has offered to submit to headquarters a request for the transmission of a message in plain language.

In reply to the powers' previous note, Montenegro expresses regret that it is unable to defer to their wishes to cease hostilities at Scutari and in the territories allotted by the powers to Albania.

## GENERAL NEWS EVENTS

In the State of Washington recently a strong wind blowing over the snow-covered earth rolled up thousands of snowballs, some of them as large as barrels and resembling huge rolls of cotton batting.

Postmaster-General Burleson has ordered annulled the parcel post regulation which requires double postage collections from the addresses when ordinary postage stamps have been affixed to parcels. Burleson holds that the people ought not to suffer from negligence of postmasters in not seeing that parcels bear proper stamps.

Immediate danger of flood damage from high water in the streams of Eastern Oregon and Southeastern Oregon has passed. Snow still is falling far back in the hills where forest rangers report the snow already is

from fifteen to fifty feet deep. But little danger is threatened unless there should be a sudden rise in temperature.

Clyde Stratton, serving a five-year sentence in the Federal prison at Fort Leavenworth for the robbery of McCool, Ind., Postoffice, has escaped by crawling a mile through the prison sewer. Two other prisoners who made the attempt with Stratton were captured. The captured men were overcome by sewer gas and were pulled out of the sewer unconscious. When revived they declared Stratton had escaped. Stratton, a college graduate, was taken in a raid in Chicago.

In the Backel House, Dayton, Ohio, which was at first supposed to have burned with heavy loss of life, the water never reached the second floor. Nine Western Union operators were marooned in their office for forty-two hours. The subsisted on a barrel of cabbage which floated down the alley at the side of the building. Another refugee in this place was a horse, which stood in the water for 24 hours and partook liberally of the cabbage. Then suddenly it bolted into the street and was drowned.

Miss Jessie Ackermann, the America writer, journalist and preacher, is now visiting Scandinavia. Having lectured in Copenhagen and Stockholm, she has left for Christiania. Miss Ackermann has now traveled 381,000 miles, has been seven times around the world, seen everybody and everything worth seeing, and been everywhere except Greenland. She keeps accurate account of all the big people she has met and of all the clever things they have said. She will shortly write a book about Australia, and for that purpose intends to retire to some quiet little English village, instead of her native city of Boston.

Harry J. Klotz, the City Clerk of New York, injured recently by the explosion of a bomb he was building, confessed on his death bed a few days ago, according to the police, that he had constructed and mailed the two bombs which resulted in the death of Grace Taylor last year and Mrs. Madeline Heffernan, a few months ago; also the bomb which exploded last March in the library of Judge Otto Rosalsky. A few minutes later Klotz died. Klotz was sinking rapidly and sent for the police, according to the statement, that he sent the bomb to Judge Rosalsky because he "didn't like him."

President Woodrow Wilson has chosen the home of Winston Churchill, the novelist, to be his summer capitol, according to a telegram received from Churchill, who now is in Santa Barbara, Cal. The message contained instructions for getting the place in readiness for the President's occupancy. Marla Benden House, as the Churchill property is known, is a two-story brick structure, situated on a hill three miles beyond Windsor, Vt. It commands a view of the Connecticut River Valley and of the Green Mountains. Between 600 and 700 acres of rolling farm land and fragrant pine groves give the estate the seclusion the President desires. On the estate are two seven-room cottages, where the executive offices can be established and where the President's attendants may live. A tennis court adjoins the mansion house.

The majority of the smartest American women in England are not riding astride even in the hunting field this year, and in several instances smart mothers have ceased to allow their little girls to continue the mode. The latest edict that has gone forth is that, especially where growing girls are concerned, this practice spoils the shape of the limbs and consequently the walk. Not a few of the children who have always ridden astride have now developed bow legs, after the manner of the jockey, and in at least one case a young girl had to undergo an operation to correct the trouble. Again, instead of being such a safe attitude, several recent accidents have been directly attributed to it. When a horse plunges, for instance, its hind quarters in the air, or rears, a woman, having less strength than a man, is unable to grip with force, and is in danger of being thrown off; whereas the pummel of the side-saddle gives her a very fair hold.

**South San Francisco****Railroad Time Table**

December 22, 1912.

**BAY SHORE CUTOFF.****NORTHBOUND TRAINS LEAVE**

6:08 A. M.

(Except Sunday)

7:03 A. M.

(Except Sunday)

7:18 A. M.

8:04 A. M.

(Except Sunday)

8:44 A. M.

(Except Sunday)

9:23 A. M.

9:53 A. M.

(Except Sunday)

11:13 A. M.

(Except Sunday)

1:07 P. M.

3:04 P. M.

3:41 P. M.

5:14 P. M.

5:28 P. M.

7:03 P. M.

7:26 P. M.

10:43 P. M.

(Sunday only)

11:39 P. M.

**SOUTHBOUND TRAINS LEAVE**

6:02 A. M.

7:22 A. M.

(Except Sunday)

8:23 A. M.

10:58 A. M.

11:58 A. M.

1:37 p. m.

(Saturday only)

2:29 P. M.

3:17 P. M.

4:37 P. M.

5:24 P. M.

5:58 P. M.

6:47 P. M.

8:27 P. M.

10:22 P. M.

12:02 P. M.

(Theater Train)

**LOOP SERVICE**

From San Francisco via Valencia Street and to San Francisco via Bay Shore Cutoff.

6:18 p. m.

(Except Sunday)

From San Francisco via Bay Shore Cutoff and to San Francisco via Valencia Street.

6:25 p. m.

(Except Sunday)

**POST OFFICE.**

Post Office open from 7 A. M. to 6 P. M. Sundays, 8 A. M. to 9 A. M. Money order office open from 7 A. M. to 6 P. M.

Mails leave Post Office twenty minutes before trains.

**\* NORTHBOUND DISPATCH.**

8:01 A. M.

12:13 P. M.

3:41 P. M.

7:03 P. M.

**† SOUTHBBOUND DISPATCH.**

6:47 A. M.

11:57 A. M.

2:13 P. M.

\* Mails from south arrive.

† Mails from north arrive.

E. E. CUNNINGHAM, P. M.

**CITY OFFICIALS**

TRUSTEES—F. A. Cunningham (President), Thos. L. Hickey, G. W. Holston, J. H. Kelly, J. C. McGovern.

Clerk—W. J. Smith

Treasurer—C. L. Kaufmann

Recorder—Wm. Rehberg

Attorney—J. W. Coleberd

Marshal—H. W. Kneese

Night Watchman—W. P. Acheson

BOARD OF HEALTH—Dr. H. G. Plymire, E. E. Cunningham, Wm. Hickey, E. N. Brown, Geo. Kneese (Secretary).

SCHOOL TRUSTEES—P. D. Broner, Chas. Robinson, W. C. Schneider.

**County Officials**

Judge Superior Court—G. H. Buck

Treasurer—P. P. Chamberlain

Tax Collector—A. McSweeney

District Attorney—Franklin Swart

Assessor—C. D. Hayward

County Clerk—Joseph H. Nash

County Recorder—H. O. Heiner

Sheriff—J. H. Mansfield

Auditor—Henry Underhill

Superintendent of Schools—Roy Cloud

Coroner and Public Adm.—Dr. H. G. Plymire

Surveyor—James B. Neuman

Health Officer—W. G. Beattie, M. D.

Officials—First Township

Supervisor—James T. Casey

Justices of the Peace—E. C. Johnson

Constables—John F. Davis

Postmaster—Jas. C. Wallace

Postmaster—J. H. Parker

Postmaster—E. E. Cunningham

**DON'T ADVERTISE** If you do not want business see him do the business. Wake up! Put your ad. in THE ENTERPRISE.**UNCLE SAM IN GOOD ROAD WORK****Bill to Pay For Carrying Mail Over Highways.****TURNED DOWN BY SENATE.****Was Believed to Be Impractical—Many Things to Be Considered in National Legislation on Subject of Improvement—Four Principal Problems.**

Scarcely any public work is more permanent in its character when once undertaken than that of highway improvement. When a road is once located it is difficult to change its location. When once a foundation has been laid for a permanent highway the laying of a new foundation necessitates reconstruction of the entire surface.

It is therefore important that before entering upon a plan of national participation in highway construction we should adopt a definite and comprehensive plan based upon anticipation of needs and operations for many years to come, in order that we may be certain the money expended and the work done in one year will co-ordinate with the expenditures and constructive work of the next year and for many years to come. Care in planning a system and methods of procedure may save us millions of dollars of waste or bring vastly greater results than would be attained under an ill considered and haphazard action.

In the last postoffice appropriation bill the house inserted a provision, after the bill had been reported from the committee and while it was under discussion on the floor of the house, providing the classification of roads used for the carrying of United States mails and for the payment by the government of an annual sum as rental in consideration of the fact that the government uses these highways.

Such payments were to be either \$15, \$20 or \$25 a mile, according to the character of the road over which the mails were transported.

This provision was rejected by the senate for several reasons. First, it did not provide that the federal ap-

propriation should be expended in the construction of main arteries for interstate commerce or to be expended upon local branch lines that will serve merely as feeders for railroads.

Third.—To devise a plan of co-operation with the different states that will be acceptable to them and insure the co-operation of all with the federal government.

Fourth.—To throw round the nation all funds such safeguards as will insure their proper expenditure and guard against waste. Senator Bourne in Saturday Evening Post.

**HOW TO MAKE A GRAVEL ROAD RIGHT.****A Great Deal Depends on Choice of Proper Binder.**

It looks as if the bulk of money is larger than the faculty for building what we want are good roads, not for coasting purposes, but for the good of the traveling public, says a writer in the Iowa Homestead. We have had some experience in gravel roads, and the best ones are made in this way: We locate the center of a well formed roadbed; then four feet each way from center we open out a gravel bed eight feet wide and twelve or fifteen inches deep, depending on the kind of soil. The roadbed is filled with coarse gravel mixed well with clay or earth and crude oil enough to make it a bed impervious to moisture. This bed is well packed for all heavy freight. The surface bed upon this should be of finer gravel about eight or ten inches deep and from the center each way should be from eight to ten feet, making a top bed from sixteen to twenty feet wide, with the edges well wrapped up with earth. Then the whole is rolled down to suit the form of a good roadbed. The oil bed being underneath, the seasons will evaporate the oil and harden the finer gravel sides of the road so as to make a fine driveway for coasting and light traffic.

Flint or Bluestone is the best. Money is being thrown away by the use of sandstone as a roadbed because of the fact that when it is rolled down and crushed into form it is only a short time until the frost has it in such shape that it proves worthless. Never hammer or crush the sand rock. The better form can be made of sandstone by getting the rock in good building material form to be used only on soft, wet land, laying them in mechanically to make the eight foot roadbed and covering with the oil, clay and shell. Always put the oil bed underneath and in that way save all the fine particles to harden the roadbed.

**Oil For Country Roads.**  
A most interesting experiment is being conducted in central Illinois near Springfield. The state highway commission is making a test of oil on country roads. While oil roads are no novelty in many parts of the United States, they are not known on the heavy black soil of central Illinois. The top soil of the road is being mixed with an asphalt oil to the depth of six inches. In many parts of the Sucker State stone roads are out of the question. Without the material near at hand the great prairie states cannot expect to save stone pikes, as do some of the eastern states. Good roads must be secured by drainage, special care and possibly by the use of oil. This experiment will be watched with a great deal of interest.

**GOOD ROAD NOTES.**  
Good roads will make the vehicles last longer.  
Good drainage is absolutely necessary in building a good road.  
Every man who owns an automobile, a horse or a bicycle is interested in good roads.  
The highway and roadside are usually a fair index of the people living in the vicinity.

The road drag will do nothing to improve the highway so long as it lies unused at the side of the road.

**POOR ROADS KEEP MILLIONS FROM SCHOOL.****Ignorance and Poverty Due to Unimproved Highways.**

The following is an extract from a very interesting and important contribution to Farm and Fireside:

"Out of 25,000,000 children in the United States fewer than 18,000,000 go to school.

"Of those 7,000,000 children who do not go to school half of them live in the country, where bad roads—muddy roads, rutty roads, dangerous roads—not only prevent them from getting to and from school, but by their impoverishment of the farm prevent the existence of any good schools for them to go to!

"Many children are killed each year walking railroad tracks to school. Why? They have no roads to walk on. Many children each year have no schools to go to. Why? The roads are so bad there is no profit in farming, no money for schools, no progress, no growth, no ambition. Hundreds of thousands of children yearly have to do with a little schooling, a little part of a term at school. Why? Because father needs their help on the farm. He isn't making money enough to spare his children's time for school days, because he has to pay so much for hauling his crops to market he has no profit left for extra hired help!

"Isn't it your problem, too, Mrs. Mother? Isn't it worth your while to agitate the question? Isn't it worth your while to bring it up in church, in school, in society, in club, in neighborhood—to talk, to inquire, to agitate, to educate those who don't know and perhaps don't want to know, to understand that the expense of good roads is like the expense of a new threshing machine, plow or a pair of horses, sure to come back many fold in the course of time?"

**WIDE VERSUS NARROW TIRES.**

In the road improvement discussion the question of the advantages of wide tires as compared with narrow tires is always brought up. King's "Physics of Agriculture" reports these differences in draft:

On macadam streets, wide tire 26 per cent less than narrow tire.

On gravel road, wide tire 24.1 per cent less than narrow tire.

On dirt roads, dry, smooth, free from dust, wide tire 26.8 per cent less than narrow tire.

On clay road, with mud deep and drying on top and spongy beneath, wide tire 52 to 61 per cent less than narrow tire.

On meadow, pasture, stubble, corn ground and plowed ground from dry to wet, wide tire 17 to 50 per cent less than narrow tire.

**GOOD ROAD NOTES.**

Good roads will make the vehicles last longer.

Good drainage is absolutely necessary in building a good road.

Every man who owns an automobile, a horse or a bicycle is interested in good roads.

The highway and roadside are usually a fair index of the people living in the vicinity.

**WILLIAM J. BRYAN.**

Famous Nebraskan Now Secretary of State in Wilson's Cabinet.



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**PLAYGROUND PARAGRAPHS.**

Play counts for morals, for it is in our play that we choose things according to our character, and by choosing we make our character.—Elmer Ellsworth Brown, United States Commissioner of Education.

Happy hearts and happy faces, Happy play in grassy places—That was how in ancient ages Children grew to kings and sages.—Robert Louis Stevenson.

Of all methods of serving those the conditions of whose lives are narrow and hard I know of none more important than the creation, in great aggregations of population, of breathing spaces.—Bishop Potter.

He who helps a child helps humanity with a distinctness, with an immediateness, which no other help given to human creatures in any other stage of their human life can ever give again.—Phillips Brooks.

The modern city child has lost his most precious birthright, the back yard.—Dr. Woods Hutchinson.

**Summer School of Town Planning.**

The first summer school of town planning held at Hampstead Garden, suburb of London, under the auspices of the University of London in August 1912, was such a success that it will be repeated in 1913. The session will last from Aug 2 until Aug 16.

Last year certificates were awarded to the students by the extension board of the university, and a number of architects and engineers have already found them of great advantage. The practical difficulties which town planners have to overcome are studied at first hand, and the lectures are rendered of considerably more value by constant illustration of outdoor practice.

**COTTAGES FOR SALE OR RENT**

# CONCRETE ROADS MOST PRACTICAL

Can Be Built Economically and  
Kept In Good Condition.

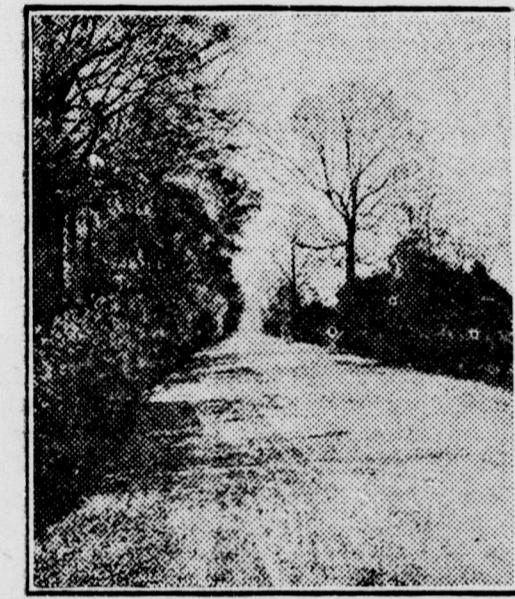
## STUDY THE "AGGREGATE."

Local Deposits of Sand, Gravel and Rock Form Important Part of Highway—Be Careful In Purchasing Cement—Machine Mixing Best.

In a way it is fortunate that the United States has been rather slow in the matter of roadmaking. The roads can now be built of lasting materials, such as will withstand the wear of motor traffic, which is fast ruining Europe's century old roadways. Lasting road materials are everywhere present in the form of sand and gravel from pits and stream beds and crushed rock from stone quarries. Combined with cement into concrete, they form an inexpensive and permanent road surface, which successfully resists the usually destructive action of automobiles.

The first consideration in the building of concrete roads is a careful study of local deposits of sand, gravel and rock—known as the "aggregate"—to see whether they are suitable for concrete. Sand must be clean and hard and must grade uniformly in size of grain from one-fourth inch down. The same applies to gravel and crushed rock, except that the largest particles commonly allowable are one and one-fourth inches in diameter. If local materials are usable a considerable saving will be effected, as only cement will need be freighted.

It is much faster and cheaper to mix the concrete with a machine than by hand. Depending on the grading of



A CONCRETE ROAD.

the aggregate, the concrete is usually proportioned one bag of cement to two cubic feet of sand and four cubic feet of screened gravel or crushed rock, or one of cement to two of sand and three of gravel or rock. During the grading and draining of the road the "aggregate" is hauled and piled at convenient points. The concrete is mixed mushy wet, is deposited to the thickness of six inches upon the firm old roadbed and is brought to grade and shape by means of a templet. In order to shed the water to the side drains the surface of the concrete is given a rise or crown in the center of one one-hundredth to one seventy-fifth the width of the roadway. The surface is finished with a wooden float and wire broom, by which means there is afforded perfect footing for horses. At intervals of twenty-five feet the road is divided into sections by narrow contraction joints extending crosswise the road and entirely through the concrete.

The joints are formed by means of a thin metal or wooden cross form or divider, to which is tied a single or double thickness of tar paper, with the paper face against the last section of roadway. After the surface of this section is finished, and while the concrete for the adjoining section is being placed the cord holding the paper to the cross form is cut, and the cross form is removed. The tar paper adheres to the concrete and stays in the joint, which is reduced to the thickness of the paper.

When the surface of the concrete has hardened enough to prevent pitting it is sprinkled with clean water and is kept moist for several days. Likewise, as soon as possible, the pavement is covered temporarily with two inches of sand or dirt from the side road to give farther aid in curing the concrete. Traffic is confined to the earthen side roads until the concrete is about two weeks old. In the meantime shoulders of broken stone or gravel are built along both edges of the pavement. These are made three feet wide and sufficiently thick to be firm

and to make it an easy matter at all times for wagon wheels to pass from the side road on to the pavement.

### ROADS RAISE PRICES.

#### One Instance of the Advantages of Better Highways.

A contrasting picture of the effect of good roads upon farm prices is painted by a daily newspaper of the grain belt in this manner:

"A good farm on a bad road. Nice house. Modern improvements. Fine team. High fertility. Seven miles from town. Owner wants to sell. Advertises. Buyer comes. Has plenty of cash, seeking good farm, pleasantly located. Roads fierce. Conversation hinges on highway. Buyer wants good road to town. Boy in school likes to go in to plays, lectures, church. Couldn't offer over \$100 an acre and doesn't think he wants the farm at all. No sale.

"Same thing; similar farm, similar circumstances, except good, permanent road, good every day in the year. Owner thinking of selling. Same man with cash in hand looking for farm. Conversation hinges on price. Offers \$150. Owner can't see it. Keeps edging up \$5 at a time. Sale closed at \$200 per acre. Everybody happy."

Not the least important phase of the whole highway agitation is the effect of good roads not only upon farm comforts and contentment, but upon farm prices. A farm which had never been priced above \$75 an acre before the construction of good roads sold within a few months after their construction for \$112.50 an acre, the owner admitting the advance in value was due solely to the new highways. Such incidents are far from rare. The amount asked for road improvement is large enough at times to stagger us, but there are proofs in plenty that the returns are not long in coming and that the problem is so large as to call for an expenditure and a policy in keeping.

### ROAD MAINTENANCE.

#### Keep the Improved Roads In Their Present Condition.

The present year promises to be the greatest in the history of the movement for the improvement of the public roads of the United States, according to the reports received from all parts of the country. A joint committee of congress is engaged in an investigation of the feasibility of federal aid in the construction, improvement and maintenance of public highways, and a number of the state legislatures now in session are considering good road legislation. In connection with the general impetus that the good road movement has recently had in all parts of the country, the director of the office of public roads says:

"Too much stress cannot be laid upon the importance of maintenance in connection with the work of improving the roads. The people in nearly all the states are filled with enthusiasm for road improvement and are spending enormous sums of money in the construction of superb roads, and yet almost without exception they are making little provision to care for the roads after they are built. This is true not only in the various counties, but under many of our state highway departments.

"To maintain the roads in good condition year after year requires a considerable annual outlay, but this outlay is infinitely less than the loss which must fall upon the people eventually if they allow their roads to go to utter ruin. The thing for all advocates of good roads to do is to urge continuous, systematic maintenance and the setting aside every year of an amount per mile estimated by the engineer in charge to be sufficient for the proper maintenance of the road—a course which must make for economy and efficiency."

### ROAD WORK HINTS.

Quit "foolin'" with the roads and get down to business. Your grandfather's ways will not hold up under present day traffic.

The road question is inter-county, interstate and nation-wide.

Why not national highways as well as national waterways?

### Importance of Good Roads.

Delaware county, Pa., is furnishing an illustration of the part smooth highways are going to play in general freight traffic in the near future. Thousands of dollars' worth of goods that until recent years were hauled by the railroads are now delivered direct from the stores or from the farms to the cities. Motor wagons are penetrating the farming districts and taking freights from the farmer's door to the city market and bringing back purchases by the same method. In short, good roads will be the leading factor in determining the mooted question of freight rates.

### SAVING MILLIONS.

#### Office of Public Roads Boosting Highway Work.

It is estimated by the office of public roads of the department of agriculture that about 10 per cent of the roads in the United States are improved.

If 20 per cent of the public highways were improved, each highway being selected and improved with a view to the proportionate traffic upon it, a high degree of efficiency in highway transportation would be reached.

It is figured that millions of dollars would be saved annually in the transportation of crops, the wear and tear on horses and vehicles and in the minimizing of the waste in truck farming. Where roads are bad the farmers frequently find it impossible to get their products to the shipping points, and thus perishable products are wasted, perceptibly increasing the cost of living.

In the five years preceding March, 1912, the office of public roads had built 215 object lesson roads, in all about 300 miles of road fifteen feet wide, and by expert advice aided in the formulation of more than 650 model country road systems, resulting in most instances in beneficial reforms. It has also assisted twenty-six states in effecting equitable state aid plans. The secretary of agriculture looks forward to the coming year as promising better results than at any time in the history of the movement for improved highways.

### GOOD ROAD MAXIMS.

Maintenance, maintenance and maintenance. Your road will go to pieces without it.

If the estimate is too low, then don't bid on the job. Keep away and save your money.

The improvement of a road enlarges the opportunity of those engaged in any kind of business contiguous to it.

Better roads should be the slogan in every community.

Get busy with your legislature for better road laws.

Every state should have a well organized road association.

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GEO. W. LOVIE, Secretary, Redwood City, Cal

### SUMMONS.

No 4535

In the Superior Court of the State of California in and for the County of San Mateo

T. J. Neilan Co., a corporation, Plaintiff, vs Henry St. Claire, Patrick Devine, Henry Steele, Catherine A. Hawkins, Marie Vivien, Annie Drum (also known as Annie Drumm), Letty A. Morris, Eugene Callahan, Eugene Callahan, Sarah Louise Bassett, William Salisbury, Pioneer Land and Loan Association, Frank W. Shay, as administrator of the estate of William Hale, deceased, and also "all other persons unknown claiming any right, title, estate, lien or interest in the real property described in the complaint adverse to plaintiff's ownership or any cloud upon plaintiff's title thereto," Defendants

The People of the State of California:

To Henry St. Claire, Patrick Devine, Henry Steele, Catherine A. Hawkins, Marie Vivien, Annie Drum (also known as Annie Drumm), Letty A. Morris, Eugene Callahan, Eugene Callahan, Sarah Louise Bassett, William Salisbury, Pioneer Land and Loan Association, Frank W. Shay, as administrator of the estate of William Hale, deceased, and also "all other persons unknown claiming any right, title, estate, lien or interest in the real property described in the complaint adverse to plaintiff's title thereto," Greeting:

You are hereby required to appear and answer the complaint in the action entitled as above brought against you in the Superior Court of the State of California, in and for the County of San Mateo, within ten (10) days after service upon you of this summons if served within the said county or within thirty (30) days if served elsewhere.

The object of this action is to recover and obtain a final judgment and decree of said Court establishing and quieting the title of the said plaintiff to said real property hereinafter described and every part thereof and determining all adverse claims and clouds thereto, and adjudging plaintiff to be the owner in fee simple absolute of said real property and every part thereof and ascertaining and determining all estates, rights, titles, interests and claims in and to said property and every part thereof, whether the same be legal or equitable, present or future, vested or contingent, or whether the same consist of mortgages or liens of any description, and to obtain such other and further relief as the Court may consider meet and proper.

Said real property is situated in the County of San Mateo, State of California, and is more particularly described as follows, to-wit:

Lots thirty-five (35) and thirty-six (36) in Block 1; Lots fifteen (15), sixteen (16) and seventeen (17) in Block 2; Lots one (1) two (2) three (3) and four (4) in Block 19 and Lots one (1) two (2) three (3) four (4) five (5) six (6) seven (7) eight (8) nine (9) ten (10) eleven (11) twelve (12) thirteen (13) and fourteen (14) in Block 22; Lot ten (10) in Block 3; Lots twenty-seven (27) and twenty-eight (28) in Block 3; Lots thirty-seven (37) and thirty-eight (38) in Block 3; Lot thirty (30) in Block 5; Lots fourteen (14) and fifteen (15) in Block 6; Lots sixteen (16) in Block 10; Lots twenty-nine (29) and thirty (30) in Block 14; Lots one (1) and two (2) in Block 16; Lots one (1) and two (2) thirteen (13) and fourteen (14) in Block 21; Lot thirty-five (35) in Block 10; Lots three (3) four (4) five (5) and six (6) in Block 8; and Lots forty-three (43) and forty-six (46) in Block 8; as the same are designated and delineated upon that certain map entitled map of the "Seventy-Five Dollar Lot Homestead Association" which map was filed in the office of the Recorder of the County of San Mateo, State of California, October 3rd, 1870, the original of which map is on file therein in Book "E" of Maps at page 63 and a copy thereof was recorded in Book 1 of Maps at page 64.

Bids or offers must be in writing and may be left at the law offices of Jas. T. O'Keefe, Number 35 Broadway, Redwood City, San Mateo County, State of California, or delivered to the Administrator, H. G. Plymire, South San Francisco, San Mateo Co., Cal., personally, or may be filed in the office of the Clerk of the said above entitled Court at any time after the first publication of this notice and before making the sale.

Terms of sale: Cash in United States Gold Coin, a certified check of ten (10) per cent of the amount bid or offered must accompany bid or offer and balance to be paid at the time of confirmation of sale and delivery of

Dated March 20th, 1913.  
H. G. PLIMIRE,  
Administrator of the Estate of Alonzo Wilber, deceased.

Jas. T. O'Keefe, Attorney for Administrator, 35 Broadway, Redwood City, Cal.

3-22-31

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### PATENTS

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**SAN BRUNO NEWS.**

Miss Caroline Venable spent the week end with her brother and his wife in Claremont.

The Yeoman are advertising a barn dance for April 19th and an unusually good time is promised to all.

Mr. and Mrs. Spotswood have taken a cottage in Huntington Park and will occupy it the first of the week. Mrs. Spotswood is a daughter of Mrs. Robt. Liddle of third addition.

High Class Motion Pictures at Green's Hall, San Bruno, every Saturday and Sunday evening, and Sunday matinee. Admission, adults 10 cents, children 5 cents. Show at 8:15 p.m., matinee 2:30 p.m. Advt.

Mr. and Mrs. Theo Fields of Lomita Park are anxiously awaiting news from their son who is in Omaha. No word has been received from him since the disaster of Easter Sunday. Mrs. Fields has been confined to her home threatened with an attack of pneumonia.

\$2750, 3 lots, 5 rooms, all up-to-date, in the prosperous fourth addition; \$1500, 4 rooms, all new, 2 lots, near station, \$15 a month; \$1850, 4 rooms, 2 lots, near station, \$10 a month; \$800, 2 rooms, large, near station, Reis tract, \$10 month. J. M. Custer. Advt.

San Bruno had the honor (?) of receiving an addition to its population last week when a large band of gypsies took up their abode in third addition. The band consisted of several men and women and about thirty children, about fifty in all. They travel in five or six wagons, which from appearance have seen better days. They packed their tents and moved the first of this week.

For Rent—2-room cottage, furnished, \$6 with water; 7-room house, unfurnished, on San Mateo avenue, \$10 with water; 3-rooms and bath, unfurnished, on Taylor street, near Huntington station, \$10; 4-rooms and bath, electric lights, all conveniences, nicely furnished, \$15. Inquire of C. Schoelkopf. Advt.

The religious organizations are well represented in San Bruno. The Catholic denomination has a very imposing structure of the mission style of architecture. The church, St. Andrews by name, is located in what is known as the Park. The average attendance at mass is fifty, and between fifty and sixty scholars attend the Sunday school. Father Grant is in charge of this parish, with Father Casey as his assistant, and both are actively engaged in the furtherance of its cause.

For Sale—6-room house, 2 lots all modern, \$300 cash, balance \$20 a month; 5-room house, 1 lot, \$200 down, balance \$10 a month; lots on San Mateo avenue from \$850 up; store and one lot, \$50 down, balance \$10 a month; lot 103 foot frontage on San Mateo avenue, \$1800 cash; 5-room house, 2 lots, modern, \$1800, \$400 down, balance \$15 month; 3-room house, 2 lots, large barn, \$750 cash; 3-room house, modern, \$400 cash. L. M. Pfluger, San Bruno. Advt.

The Brotherhood of American Yeomen is holding its quadrennial state conclave in San Jose this week and many of the San Bruno Yeomen are attending. F. C. Russell, who is on the state executive committee, and Mrs. Russell, W. N. Holliday, delegates from San Bruno Homestead, and Mrs. Holliday, Mrs. Robert Cryer, alternate delegates, and Mrs. H. F. Laumeister are all in attendance and report a good time both in a business way and in the social pleasures enjoyed.

**SAN BRUNO IS FOR GOOD ROADS**

An enthusiastic good roads meeting was held in San Bruno last night. Entertaining speakers delivered addresses. The consensus of opinion in San Bruno is that citizens will vote unanimously in favor of the county roads bond issue next Tuesday.

According to an official report from Bulgarian army headquarters, the capture of Adrianople cost the Bulgars from 10,000 to 11,000 killed and wounded and the Servians 1200.

The Bulgars made prisoners of 40 Generals, 2000 other officers and 60,000 men. The Bulgarian besieging forces numbered 120,000 men, with 380 guns. The Servians numbered 40,000, with ninety-eight guns. The Turks had 200 siege guns and from 450 to 500 field pieces.

**J. P. MORGAN PASSES AWAY****Simple Funeral Over Remains Held in Rome**

J. Pierpont Morgan, the New York financier, died in Rome, March 31st, a few minutes after noon. For months his health had been declining, but the symptoms became greatly aggravated about a week ago, and since Wednesday last he had been in a semi-comatose condition.

The official statement, prepared by Dr. Giuseppe Bastianelli, Dr. M. Allen Starr and Dr. George A. Dixon, the attending physicians, indicated that a gradual general collapse followed a condition of nervous prostration, which prevented the digestive organs from performing their functions and affected the mental faculties.

For five days Morgan received artificial nourishment, but was unable to assimilate the food. His end was without suffering.

Morgan's daughter, Mrs. Herbert L. Satterlee, who has been in constant attendance, was at the deathbed. She held the hand of her father, and tried to obtain some sign of recognition. She thought that when the supreme moment came he faintly pressed her hand. Satterlee and the physicians almost carried the weeping woman out of the room.

Dr. M. Allen Starr, of New York, called into consultation over J. Pierpont Morgan's illness, attributed the financier's breakdown to emotion caused by the investigation carried out by the Pujo committee at Washington into the operations of the "money trust."

Estimates of the fortune left by J. P. Morgan range from \$75,000,000 to \$300,000,000, this sum including his art collections. It is understood that the financier's will is of comparatively recent date, but no intimation has been made as to when it would be given to the public. Morgan's personal counsel declines to discuss the matter. Those who shared Morgan's close friendship predict that there will be large charitable and public bequests, although it is conceded that his son, J. P. Morgan, Jr., will doubtless receive the bulk of the fortune.



J. PIERPONT MORGAN

Morgan's realty holdings were comparatively small, and by far the greater part of the estate, it is understood, will be found to be made up of gilt-edged securities.

The body of the late J. Pierpont Morgan, after it had been embalmed and dressed, was inclosed in a walnut coffin lined with white brocade. This was placed in a leaden casket and finally in a third case of heavy walnut with gold and silver fittings.

No definite arrangements have yet been made for the transportation of the body to America.

Doctors have made a post-mortem examination of J. Pierpont Morgan's body, but the result has not been made public. One of the attendants of the Italian embalmer, Joseph Fumari, says that medical men found that the financier was afflicted with cancer of the stomach. This had not been suspected by the physicians, who diagnosed the trouble as exhaustion of the brain, while as a matter of fact the

**DR. F. F. FRIEDMANN.**

Berlin Specialist, Who Is Demonstrating Tuberculosis Cure.

**PLAN FAIRS FOR STATE DISTRICTS****\$35,000 for Exhibitions to Be Held in California**

The Assembly Committee on Agriculture has about completed the plans for the district fairs to be held throughout California. The result of a number of conferences between Chairman Fred Judson of the committee and Assemblyman W. C. Wall of Stockton has resulted in a compromise plan in which there are to be fourteen district fairs provided for, although but eight are to be of considerable size. Thirty-five thousand dollars is to be appropriated for the fourteen fairs, but the small fairs will receive but a small amount of money, two districts receiving but \$750 each.

The following districts have been arranged, with the cities at which it is planned the fairs shall be held:

District No. 1, counties of San Francisco, Napa, Solano, Marin, Sonoma, Lake, Mendocino; at Santa Rosa—\$4000. District No. 2, counties of Humboldt, Trinity and Del Norte; at Eureka—\$1500. District No. 3, counties of Siskiyou, Shasta, Tehama, Glenn, Butte, Yuba, Sutter, Colusa, Yolo, Nevada, Placer, El Dorado; at Chico—\$3000. District No. 4, counties of Alameda, Contra Costa, Santa Clara, San Mateo; at Pleasanton—\$4000. District No. 5, counties of Amador, Calaveras, San Joaquin, Tuolumne, Sacramento and Stanislaus; at Stockton—\$4000. District No. 6, county of Los Angeles (no appropriation). District No. 7, counties of Monterey, San Benito, Santa Cruz, San Luis Obispo, Santa Barbara, Ventura; at San Jose—\$3000. District No. 8, counties of Kern, Tulare, Kings; at Visalia—\$3000. District No. 9, counties of Fresno, Madera, Merced. Mariposa; at Fresno—\$4000. District No. 10, counties of San Bernardino, Riverside, Orange; at Riverside—\$4000. District No. 11, county of San Diego; at Escondido—\$2000. District No. 12, county of Imperial; at El Centro—\$1000. District No. 13, counties of Mono, Inyo and Alpine; at Bishop—\$750. District No. 14, counties of Modoc, Lassen, Plumas and Sierra; at Alturas—\$750.

John Pierpont Morgan practically controlled \$11,000,000,000. His personal fortune will continue to grow despite his death, because of investments which will not be affected by his passing. Following are the best estimates obtainable of his wealth:

Estimated capital of Morgan's own companies, \$6,150,000,000; estimated capital of Morgan's affiliated companies, \$2,750,000,000; Morgan's banking interests, \$1,000,000,000; Morgan's partners, \$1,500,000,000; grand total capital practically controlled by Morgan, \$11,400,000,000; collateral Morgan interests, estimated at \$6,000,000,000; personal fortune, estimated at \$500,000,000; inherited from father, about \$10,000,000. He controlled over 50,000 miles of railway in the United States. He was a director in scores of corporations, some of the more important ones being Western Union Telegraph Company, United States Steel Corporation, West Shore Railway, Rutland Railway, Pittsburg and Lake Erie Railway, New York, New Haven and Hartford Railway, Aetna Fire Insurance Company, Big Four Railway, First National Bank, New York; General Electric Company, Lake Shore and Michigan Southern Railway; Michigan Central Railway, National Bank of Commerce, New York; New York Central Railway and New York, Chicago and St. Louis Railway.

The principal heirs are: Mrs. J. Pierpont Morgan, widow; J. Pierpont Morgan, Jr., son; Miss Anne Morgan, daughter; Mrs. Herbert L. Satterlee, daughter; Mrs. William Pierce Hamilton, daughter.

**IMPORTANT FOREIGN NEWS**

Governor Gonzales was killed by the wheels of the train bearing him, a prisoner, to Mexico City, according to testimony of the train crew which witnessed the affair. His hands tied behind his back, the Chihuahua Governor fell between two cars while being taken from one coach to another. The army officers declared that the prisoner slipped and fell. The train was stopped and body found almost cut in twain. A bullet from an army officer's pistol ended the Governor's sufferings.

Belfast, Ireland, appears to be threatened with even a greater catastrophe than home rule. Its population is growing at such an alarming rate that the working classes are actually faced with a famine in the way of housing accommodations. For years the municipal authorities have been endeavoring to keep pace with the demands of their sanitary officers in their efforts to create healthy surroundings, with the result that large areas of the vilest slum property have been demolished, but no provision made to house those who had been dispossessed. With an increasing population of about 4000 per annum, Belfast is now faced with a problem that is by no means easy to solve, and its medical officers of health are puzzled to find a scheme that will otherwise end in a serious pestilential outbreak.

The sundry civil bill vetoed by former President Taft contained an appropriation of \$238,000 for the improvement of San Pablo Bay and Pinole shoal.

**DAYTON TO SEEK AID OF NATION****Will Ask for a Federal Loan for People**

"Dayton is facing one of the gravest problems that any city of the world ever faced, and we want the people of the world to know we need money and food for our stricken people," said John H. Patterson, president of the relief committee, after he returned in company with H. E. Talbot, chief engineer, from a tour of sections of Dayton that were swept by the flood last week.

Speaking of the tentative plan to ask the Federal Government for a loan of from \$20,000,000 to \$40,000,000, to be used in reconstruction work, Mr. Patterson said:

"At a meeting of bankers and officials of the building associations, it was decided to make an appeal for Federal aid. The banks and building associations have \$60,000,000 worth of assets, which they will put up as collateral. It may be deemed advisable to ask the Government to give us some financial assistance. We feel that the disaster is an emergency which would justify extraordinary action on the part of Congress."

"We must have rations for more than 100,000 people for an indefinite period," Patterson declared.

All that human effort could accomplish failed to penetrate the part of the debris piled in the West Side of Columbus, where it is believed many of the bodies of persons missing since the flood of March 25th finally will be recovered.

The property damage in Columbus was confined principally to the West Side, the business and manufacturing districts having been almost unscathed.

The official flood bulletin from the Weather Bureau at Washington follows:

The Ohio River at Cincinnati Tuesday morning was at a stage of 69.8 feet, 19.8 feet above flood stage.

At Louisville the river Tuesday morning was within 0.3 foot of a stage of 45 feet and still rising.

Following is a statement of the forecast stages along the Mississippi from Cairo to New Orleans, made on the assumption that the levees will hold and that no more rain will fall: Memphis, 44.5 feet within the next eight or nine days, flood stage 35 feet; Arkansas City, Ark., 52 to 53 feet, flood stage 47 feet; Vicksburg, Miss., 52 or slightly over, flood stage 45 feet; Baton Rouge, La., 40 to 41 feet, flood stage 35 feet; New Orleans, 19.6 to 20.6 feet, flood stage 18 feet.

The flood is expected to reach New Orleans between April 29th and April 30th, and at upriver stations correspondingly earlier.

and rode the street cars, and by doing so added \$191.75 to the fund which San Jose will contribute to the relief of flood sufferers in Indiana and Ohio. The Alum Rock line of the San Jose railroads was turned over to the women, under the management of Mrs. J. E. Richards and Mrs. W. B. Hobson, who superintended the work for the Chamber of Commerce. Pretty maids, two to each car, collected the fares of all who rode on the cars from 9:30 A. M. to 6 P. M.

Suffering with smallpox in mild form, Mrs. Louise Church and Miss Fern Church, wife and daughter of Representative Church, a member of Congress from California, were taken to the smallpox hospital in the District of Columbia. Their home has been quarantined. They arrived in Washington from their home in Fresno March 1. A few days later Miss Church became ill and it was thought she had chicken-pox, and it was not until her mother contracted the malady that the nature of the trouble was suspected and the matter brought to the attention of the Health Department.

That if the eight-hour law for women workers is not modified the California Cotton Mills of East Oakland will have to go out of business, and that they can sell at any time to Japanese, were two of the statements made before the Senate Committee on Labor and Capital by William Rutherford, managing director of the company. The statement was made at the general hearing on the extension of the eight-hour law, and further he said that for the past two years the mills had hardly paid expenses with the women working under the provisions of the law. The company, he said, employed from 600 to 900 hands and the monthly payroll amounts to \$30,000. The Japanese company which has a standing offer to purchase the plant owns cotton fields in Texas, while the cotton which the mill uses comes from the Imperial Valley.

San Jose Society foreswore its automobiles and victorias a few days ago